

REPORT OF MEETING

SUBJECT: Public Information Meeting – Town of Greenwich

DATE OF MEETING: November 19, 2013

BRIDGES:

<u>Bridge No.</u>	<u>Project No.</u>	<u>Town</u>	<u>Route</u>	<u>Location</u>
02135	56-306	Greenwich	Route 15 (Merritt Parkway)	Converse Pond Brook
02138	56-307	Greenwich	Route 15 (Merritt Parkway)	Horseneck Brook

LOCATION OF MEETING: Greenwich Town Hall

IN ATTENDANCE:

<u>NAME</u>	<u>REPRESENTING</u>	<u>Email</u>
James Michel	Town of Greenwich – Chief Engineer	james.michel@greenwichct.org
Art DiCesare	A. DiCesare Associates	dicesare@adicesarepc.com
Joseph Scalise	CTDOT Bridge Design	joseph.scalise@ct.gov
Nicholas Giardina	BL Companies – CTDOT Liaison	ngiardina@blcompanies.com
David Cicia	BL Companies – CTDOT Liaison	dcicia@blcompanies.com
Steven Fraysier	BL Companies – CTDOT Liaison	sfraysier@blcompanies.com

No Greenwich residents were in attendance.

PROJECT DESCRIPTION:

Both projects were presented to the town of Greenwich representative. Key project plans that were on display and handouts of the bridges were made available to the Town after the presentation was complete. The following is a summary of the presentation and comments.

Rehabilitation of Bridge No. 02135 – State Project No. 56-306

Bridge No. 02135 is located on Route 15 (Merritt Parkway, Mile Point 3.62) in the town of Greenwich, approximately 100-feet north of Exit 28. The existing bridge consists of a single span concrete slab with a pavement overlay supported on concrete abutments and wingwalls.

The purpose and need for State Project No. 56-306 is to address the structural deficiencies of Bridge No. 02135. The bridge is structurally deficient due to the serious condition of the concrete superstructure, controlled primarily by the concrete deterioration and cracking evident at the outlet endwall. The wingwalls are in poor condition and exhibit outward tilting, concrete deterioration and cracking.

The recommended course of action for this structure involves removal and reconstruction of the headwall, endwall and all four wingwalls. Areas of deteriorated concrete throughout the structure will also be repaired. In conjunction with the proposed bridge repairs, the length of the Exit 28 Southbound off-ramp will be increased by approximately 150-feet to provide commuters greater opportunity to decelerate as they exit the Parkway. The existing location of the western headwall of Bridge 02135 will not change as a result of the Exit 28 ramp improvement. The proposed curb-to-curb width over the new bridge will match the existing conditions. It is anticipated that the proposed project will involve approximately 400-feet of roadway reconstruction.

Two lanes of Route 15 (Merritt Parkway) traffic will be maintained at all times during construction activities associated with Project 56-306. Traffic will be shifted towards the median in the vicinity of the bridge. Temporary access roads will be required to provide the contractor with access to and egress from the inlet and outlet of the bridge.

The Connecticut Department of Energy and Environmental Protection (DEEP) will require an Inland Wetlands General permit and a Flood Management Certification permit in order for this project to be constructed. The Army Corps of Engineers (ACOE) will require a General Permit (Category 1) for the project.

The estimated construction cost for the rehabilitation of Bridge No. 02135 is approximately \$1,800,000 and the project is anticipated to be funded using Federal (80%) and State (20%) capital.

Rehabilitation of Bridge No. 02138 – State Project No. 56-307

Bridge No. 02138 is located on Route 15 (Merritt Parkway, Mile Point 5.31) in the town of Greenwich, approximately 0.35-miles west of the North Street overpass and 1.6-miles north of Bridge No. 02135. The existing bridge consists of a cast-in-place, single cell, concrete box culvert with cast-in-place concrete headwall, endwall and wingwalls.

The purpose and need for State Project No. 56-307 is to address the structural deficiencies of Bridge No. 02138. The bridge is structurally deficient due to the poor condition of the barrel walls and ceiling of the culvert. Deteriorated concrete and spalled concrete with exposed and corroded reinforcing is evident within the structure.

The recommended rehabilitation includes the installation of an elliptical plate liner within the existing structure. The existing headwall, endwall and all four wingwalls of the existing structure will be removed and replaced. The deteriorated concrete throughout the structure will also be repaired. A new 5-foot diameter reinforced concrete pipe will be jacked in place adjacent to existing structure to maintain the existing hydraulic opening. Limited roadway construction is anticipated as part of this project. The proposed roadway approach width will match the existing approach width.

Two lanes of Route 15 (Merritt Parkway) traffic will be maintained in each direction during construction. It is anticipated that shoulder closures during off-peak hours will be required to

allow the contractor to enter and exit temporary access roads that provide access to and egress from the inlet and outlet of the structure.

The Connecticut DEEP will require an Inland Wetlands and Watercourses permit and a Flood Management Certification permit in order for this project to be constructed. The ACOE will require a General Permit (Category 2) for the project.

The estimated construction cost for the rehabilitation of Bridge No. 02135 is approximately \$2,200,000 and the project is anticipated to be funded using Federal (80%) and State (20%) capital.

Anticipated Construction Schedules

It is anticipated that State Project Nos. 56-306 and 56-307 will be combined into a single construction contract with an anticipated start of construction activities in the summer of 2015. Traffic management will be coordinated between the two projects.

The above schedules should be considered tentative as the start of construction activities is predicated on the receipt of all necessary environmental permits and the availability of funding.

TRANSACTIONS AND DETERMINATIONS:

The representative of the Town requested that coordination be made between Project 56-306 (begin construction in summer 2015) and the Town's Round Hill Road over Converse Pond Brook bridge replacement project (begin construction in spring of 2015). *A representative of CTDOT and BL Companies stated that although the two projects are unlikely to affect each other, coordination will be made to ensure that construction signage does not overlap/contradict the signage of the nearby project.*

The Town concurred with the construction of the subject projects after the presentation and related discussions had concluded.

Any questions or comments regarding these projects or minutes should be directed to the Connecticut Department of Transportation, Attention: Mr. Scott Hill, Manager of Bridges and Facilities, 2800 Berlin Turnpike, Newington, CT 06111.